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those who find the prime cause of America's initial greatness in its former race mixtures. Plainly, the problem is not so simple in its determination.

His extensive studies of the subject have enabled Professor Commons to compress into a comparatively small space a wonderful summary of the immigration of the nineteenth century, including the status, industrial value and character of the various contributing nationalities. He affirms that immigration has intensified our cycle of booms and depressions, because foreign labor is relatively cheap and wages fail to rise as rapidly as do the prices of commodities. This evil of immigration is further intensified by our opposite policy of a protective tariff for restriction on the importation of products.

This book is valuable not only for the cursory view of American race life, but also for the quantity of information which it contains. It is mainly descriptive, although some valuable generalizations are given. Its openness and lack of bias serve only to emphasize the gravity of these social problems. Consequently no easy method of attaining their solution is promised. The chief purpose of the book is to portray conditions and life as they express themselves.

GEORGE B. MANGOLD.

Washington, D. C.

Day, C. *A History of Commerce.* Pp. xli, 626. Price, \$2.00. New York: Longmans, Green & Co., 1907.

This is the best single-volume treatise that has thus far appeared in English on the history of commerce. The subject matter of the history of the world's commerce during the past thousand years is so detailed and voluminous that it requires great literary skill and scientific judgment as to relative values in order to cover the subject satisfactorily in a single book. Professor Day has accomplished his task with results better than I had believed possible.

The discussion of ancient commerce is wisely abbreviated to four short chapters which are intended to serve rather as an introduction to the main body of the work. Medieval commerce from the year 1000 to 1500 is covered in one hundred pages in a summary but fairly satisfactory manner. To the history of modern commerce, viz.: The three centuries from 1500 to 1800, one hundred and forty pages are devoted. The period of the nineteenth century is discussed in more detail, one hundred and eighty-five pages being given to European countries, and one hundred and twenty pages to the United States.

The most satisfactory chapters of the book are those concerned with recent commerce and particularly with the history of the commerce of European countries during the nineteenth century. The material presented is well selected and the emphasis is well placed. The discussion of the history of the commerce of the United States from 1789 to the present is somewhat disappointing, partly because so much of the limited space available is taken up with commercial geography. It would probably have been

better for Professor Day to have assumed that the readers of his volume were acquainted with the commercial geography of the United States. His book is written primarily for college students who ought to study commercial geography before pursuing the history of commerce. It is to be regretted that the author did not confine his discussion of the commerce of the United States strictly to commercial questions.

From the bibliographical standpoint the book is a model. The paragraphs of the book are numbered, and at the end of the volume there is a bibliography citing authorities drawn upon in the writing of each paragraph. Those who desire to read the book through without referring to authorities may do so without the interruption and distraction of footnotes, while those who wish to study the subject more fully find at the close of the volume the references to be read in order to gain fuller knowledge of practically every topic touched upon. The lengthy bibliography also includes an alphabetical list of the standard books on commerce—a list which every well-organized library ought to contain.

EMORY R. JOHNSON.

University of Pennsylvania.

Dowd, Jerome. *The Negro Races.* Vol. I. Pp. xxiii, 493. Price, \$2.50. New York: The Macmillan Company, 1907.

In this volume the author treats of three groups: The Negritos (the Pygmies, Bushmen and Hottentots); The Negritians (the Jolops, Hansas, Ashantis *et al.*), Fallataps (Central Soudanese). The second volume will deal with Slavery and the Slave Trade in Africa and the Modern African Labor Problem. In the third volume East African negroes, the Bantus, and the American negroes will be described. Other volumes dealing with the Indians and other races are projected.

The justification for so extensive a series the author finds in the lack of definiteness in modern social theories and in the failure to properly emphasize the influence of the physical environment. "The author's first object, therefore, is to establish the fact that each race has its distinctive institutions and special evolution corresponding to the locality in which it lives or has lived. The second object is to discover the factors and laws which explain the mental and moral characteristics and particular institutions of each general racial division, to the end that the principles and laws discovered may be applied to whatever is abnormal or retrogressive." The study begins with the negro races as representing the lower stages of culture and also because of the presence of the negro in America.

"The environment first controls man, after which man controls the environment." Hence the Pygmies, Bushmen and Hottentots, dwelling in the most unfavorable areas in Africa, stand at the lowest point. The descriptions are rather unsatisfactory in this first part of the book, in large measure because of the meagreness of our knowledge respecting these peoples.